2014 Strategic Long Range Transportation Plan for the Colorado River Indian Tribes

TECHNICAL ADVISORY COMMITTEE MEETING # 1

DATE: FRIDAY, JUNE 14, 2013
TIME: 10:00 AM – 12:00 PM
LOCATION: BLUEWATER RESORT CONFERENCE CENTER

ATTENDANCE
Jaymee Moore, CRIT Tribal Injury Prevention
Diana Canfield, CRIT DHSS/BHS
Wilfred Nabahe, CRIT Environmental Protection Office
Karen Turk, La Paz County Transit
Gabriella Kemp, ADOT Communications, Yuma District
Victoria Enas, CRIT CHR
Gregory Fisher, CRIT Planning Department
Tim Edwards, Town of Parker Public Works
Wilene Fisher-Holt, CRIT Museum
Edward Hooper, BIA Division of Transportation, Colorado River Agency
Don Sneed, ADOT Multimodal Planning Division
Mary Rodin, Kimley-Horn and Associates

Introductions
The meeting attendees introduced themselves. The agenda for the meeting was:

- Project Background and Tribal Expectations for the Study
- Role of the Technical Advisory Committee
- Work Plan Overview
- TAC Member Comments

Project Background and Tribal Expectations for the Study
Don Sneed gave an overview of the project, which was awarded under the ADOT Planning Assistance for Rural Areas (PARA) Program. The work plan and 12-month schedule for the project was developed through coordination with Greg Fisher, Colorado River Indian Tribes (CRIT or Tribes) Tribal Planner and Mary Rodin, Kimley Horn and Associates Project Manager. Some of the key study considerations are:

- There is a need to update the CRIT Long Range Transportation Plan, which was last completed (in draft form) in 2008. Greg Fisher commented that the Tribe has been using a 1996 version of the Long Range Transportation Plan.

- New traffic counts are needed to assess congestion and the effects of tourism traffic on tribal roads. This study will assess school bus routes, bridges, and the whole range of tribal transportation systems.
• Coordination with CRIT aviation plans is also a key consideration. Statewide there is likely going to be more emphasis on coordinating aviation systems with road systems to address interconnectivity issues.

• Coordination with the Tribe’s recently approved transit study funded under a separate Federal Transit Administration (FTA) Section 5311(c) tribal transit grant. The Tribes will be contracting with a consulting firm to perform this study. There are limited funds available under that grant (approximately $23,000) which is expected to result in development of a tribal transit operations plan. This PARA project is interrelated and will assist in identifying and documenting CRIT transit system needs and will obtain input through the public involvement process and stakeholder interviews.

• Incorporate the findings/recommendations of a Road Safety Assessment (RSA) that was conducted by ADOT and the Tribes during February 27-March 1, 2013 on the CRIT Reservation. The Draft RSA report was completed in April with a request to the Tribes and Bureau of Indian Affairs (BIA) to submit responses on the recommendations back to ADOT by June 24th. Greg said that he is in the process of developing a tribal response on the RSA recommendations. He said that the Tribes agrees with the RSA recommendations, however the problem is funding – the Tribes would also like to incorporate the RSA project recommendations into the Tribal Transportation Improvement Program (TTIP).

Greg Fisher discussed Tribal expectations for the study:
• He has been working with Sharon Mitchell at the Western Association of Governments (WACOG) regarding getting tribal transportation projects into the Regional Transportation Improvement Program for funding, and this project will assist in that goal.

• Transit is a key concern – the CRIT has been trying to develop a transit system since 2002.

• The reservation is in the middle of a trucking network that uses reservation roads in both Arizona and California, particularly Agnes Wilson Road.

• This project will develop projects that can be used to apply for funding. There is a need to develop maintenance and safety projects - previously projects focused on major reconstruction.

• After the study is completed, the focus will be to build up funding to support the recommended improvements. In 2015, the community should start seeing upgrades.

Role of the Technical Advisory Committee
Don described the responsibilities of the Technical Advisory Committee (TAC) which are to:
• Attend TAC meetings to the extent possible.
• Review and comment on study documents.
• Provide input and technical guidance to the study team.
• Participate at the study public meetings.

Work Plan Review
Mary Rodin reviewed the project Draft Final Work Plan. She reviewed the study objective, which is:
Development of a Strategic Long Range Transportation Plan with strong maintenance, road safety, transit, multimodal, and corridor operations elements resulting in development of a program of projects for five-, 10-, and 20-year planning horizons.

She reviewed the one-year project schedule, which includes four TAC meetings and two public meetings. Also planned are project information tables to be set up at one or more Tribal Community Awareness Nights, which are sponsored by the CRIT Behavioral Health Services.

The study area encompasses the boundaries of the CRIT Reservation area. Because of federal funding constraints placed on ADOT, field data collection is limited to areas within the portion of the reservation in Arizona. However, Kimley-Horn staff will review both Arizona and California crash data, traffic count data, information received from stakeholders, and other information to develop improvement recommendations that address transportation needs within the entire reservation area.

Mary reviewed key project tasks, which include:

**Task 1 - Work Plan**
Mary asked that any comments on the Draft Final Work Plan be submitted by June 21, 2013. Comments should be submitted to Mary by email at mary.rodin@kimley-horn.com.

**Task 2 - Working Paper 1 – Current and Future Conditions**
This working paper summarizes transportation needs, and key elements of the assessment, they include:
- Interviewing stakeholders.
- Reviewing plans and studies.
- Analyzing crash data.
- Analyzing traffic data.
- Analysis of information to support development of a transit system. The study will coordinate with the CRIT FTA Section 5311(c) tribal transit project that will develop a tribal transit operational plan for a reservation transit system, as recommended.
- Review of CRIT Tribal Transportation Program Road Inventory to identify road deficiencies and update needs.
- Field review of tribal road pavement conditions.
- Analyzing future tribal economic and community development plans.

**Task 3 - First Phase of Public Involvement and Summary Report 1**
Gaby Kemp discussed the PARA Study Public Involvement Plan. She said that the goal of public involvement is to reach as many people as possible. There are two public meetings planned. After the public meetings, there will be a two week comment period.

A questionnaire will be distributed at the CRIT Community Awareness Night and other locations. The draft questionnaire was disseminated to the TAC members for review and comment. There was a question whether the team needs to ask people their name, or if the survey could be anonymous. It was decided to
remove the name line and instead include a check box asking if the survey respondent was a tribal community member or non-tribal community member.

Gaby asked if there were any additional comments regarding ways to obtain public input. There was a comment that in the fall there is an Annual Fair/Expo that the project team can set up a booth at. There is a flier on this event on the CRIT website.

**Task 4 - Working Paper 2 – Develop Evaluation Criteria and a Plan for Improvements**
This working paper involves development of transportation projects; construction cost estimates, and prioritizes projects.

**Task 5 - Second Phase of Public Involvement and Summary Report 2**
This phase of public involvement will present the proposed project recommendations for review and comment.

**Task 6 - Draft Final Report and Task 7- Final Report**
The Final Report will include a Tribal Council resolution approving the plan and will meet BIA tribal transportation planning requirements for a long range transportation plan.

**TAC Member Comments**
Comments on needs and project issues were:

- In the agricultural areas, there is much truck traffic and the roads are damaged. Also there are drainage issues in these areas due to tractors and their equipment. Greg Fisher commented on the decreasing level of BIA funding for projects and road maintenance.
- A consideration is transportation safety needs particularly for the elderly. CHR and emergency services have to be able to access roads to bring clients to dialysis and health-related services. Driveways are also needed for the elderly and their homes. Suggestions for locations for sidewalks and paths included tribal offices, schools, and along canals.
- A question was asked on what the age limit would be for tribal members who fill out questionnaire forms. The response is that there is no age limit and that within reason the youth are encouraged to comment.
- A comment was made that there is also a health fair held in April that outreach can potentially be coordinated with for the study. In addition, there is the tribal newspaper called the Manataba Messenger that can be used for outreach.

Mary asked if Friday was a good day for the Study TAC meetings. In general, the group thought that Friday was a good day, but Gaby Kemp said that Fridays were generally not good travel days for her and Paul Patane (the ADOT Yuma District Engineer). The next TAC meeting will be held in mid-August, with the date and meeting location to be determined. It was also suggested that the Study Team check into have teleconferencing available for the future TAC meetings.